

(ESTABLISHED 1881.)

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS.

Shipping—Steamers

HONGKONG, CANTON, MACAO

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.
S.S. "HONAM" 2,365 Tons, "FATSHAN" 2,360 Tons, "KINSHAN" 1,995 Tons,
"HUINGSHAN" 1,995 Tons.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5:15 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River.
 Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the
Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.
S.S. "HOI SANG," 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday & Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers, "Liatian" and "Santai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On **SUNDAY**, the 18th June.
S.S. "SUIAN"
 will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
 Departure from Macao 5 P.M.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 HOTEL MANSIONS, (FIRST FLOOR),
 opposite the Blake Pier.

Hotels.

HONGKONG HOTEL

HONGKONG HOTEL
FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,

Hongkong, 5th February, 1969. Manager,

For

LUXURY, COMFORT, QUIET.

FRESHNESS AND EXCELLENCE

CUISINE.

STAY AT THE

GRAND CARLTON HOTEL.

Hongkong, 25th May, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALIL situated, up-to-date Hotel. Recently renovated, and under c

CENTRALLY situated, up-to-date ROOMS, BATHS, KITCHENS, and
New Management. Large and Comfortable Rooms, Excellent Cuisine
the supervision of an Experienced FRENCH CHEF, and separate Tables, Ho

Cold Baths, Electric Light throughout. Terms moderate, first class accommo-
for Families and Tourists.
Under Personal Supervision of

L. GAMEAU,
Proprietor.

N. BEUMENTHAL,
Manager.

Telephone, 230. Telegrams "Astor."

5

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

| For | Steamers | To SAIL |
|--|----------------------------------|-----------------------------|
| KUDAT and SANDAKAN..... | "BORNEO" Capt. F. Sambill | WEDNESDAY, 9th June, Noon. |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG..... | "LUTZOW" Capt. C. D. Wiers | WEDNESDAY, 16th June, Noon. |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA..... | "YORCK" Capt. J. Randemann | About THURSDAY, 17th June. |
| MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE..... | "PRINZ WALDEMAR" Capt. F. Isacke | FRIDAY, 18th June, 10 A.M. |
| YOKOHAMA and KOBE..... | "PRINZ SIGISMUND" Capt. D. Lenz | SATURDAY, 26th June. |

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
 GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 4th June, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
 TO and FROM JAPAN via SHANGHAI.

| For | Steamers | Captains | To SAIL ON |
|-------------------------------|--------------|----------|----------------------|
| SHANGHAI, KOBE, YOKOHAMA..... | TOURANE | Lancelin | 7th June, P.M. |
| MARSHILLES, VIA PORTS..... | POLYNESIE | Broc | 8th June, at 1 P.M. |
| SHANGHAI, KOBE, YOKOHAMA..... | ARMAND BEHIC | Guionnet | 21st June, P.M. |
| MARSHILLES, VIA PORTS..... | SYDNEY | Rebuffat | 22nd June, at 1 P.M. |

Transhipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 25th May, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAD," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line
 Departure from Hongkong at 10 P.M. (Sundays excepted).
 Departure from Canton at 5.15 P.M. (Sundays excepted).

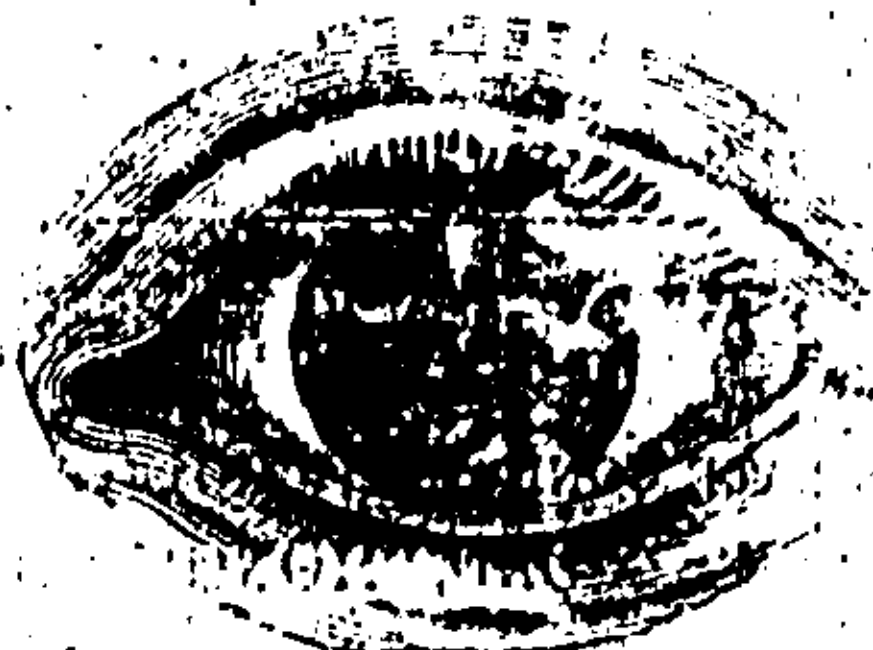
These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
 The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamsees.

For further particulars, please apply to the COMPANY'S OFFICE at Shamsees, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,
 CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," free.

1, John Street, Bedford Road, N. J. GALCUTTA, SHANGHAI, 156, Nanjing Road.
 Hongkong, 4th March 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Bootle, A. I. and Watkins.

Yokohama, May 23rd, 1905.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
 7.30 a.m. to 10.00 a.m. ... Every 15 minutes
 10.00 a.m. to 11.00 a.m. ... Every 15 minutes
 11.30 a.m. to 12.45 p.m. ... Every 15 minutes
 12.45 p.m. to 1.15 p.m. ... Every 15 minutes
 1.15 p.m. to 1.45 p.m. ... Every 15 minutes
 1.45 p.m. to 2.15 p.m. ... Every 15 minutes
 2.15 p.m. to 3.00 p.m. ... Every 15 minutes
 3.30 p.m. to 5.00 p.m. ... Every 15 minutes
 5.00 p.m. to 8.00 p.m. ... Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. ... Every 15 minutes
 9.15 p.m. to 11.15 p.m. ... Every 15 minutes.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes
 9.00 a.m. to 9.30 a.m. ... Every 15 minutes
 9.30 a.m. to 10.30 a.m. ... Every 15 minutes
 10.30 a.m. to 11.00 a.m. ... Every 15 minutes
 11.45 a.m. to 12.00 noon ... Every 15 minutes
 12.00 noon to 1.00 p.m. ... Every 15 minutes
 1.00 p.m. to 5.00 p.m. ... Every 15 minutes
 5.00 p.m. to 6.00 p.m. ... Every 15 minutes
 6.00 p.m. to 7.00 p.m. ... Every 15 minutes
 7.00 p.m. to 8.00 p.m. ... Every 15 minutes.

NIGHT CARS as on Week Days.

Extra cars at 2.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st April, 1909.

O. G. MOOSA,

1 & 3, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed.
 HATS, RIBBONS, FLOWERS,
 FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

IN VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVEIL

INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S

UNDERCLOTHINGS.

Samples on application. Coast

Port orders carefully executed.

Hongkong, 30th September, 1908.

AN APPEAL

THE SUPERIORITY OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Gals and Collars renewed on old ones.

Ladies and Children's Underclothing, Children's Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor School, as they are taught by the Sisters.

Hongkong, 22nd April, 1908.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

Per Bot. XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years Old 5.50

ALSO QUINQUINA?

QUINQUINA? DUBONNET?

FRENCH STORE, Sole Agent.

Hongkong, 30th April, 1909.

D. NOMA, PROFESSIONAL TATTOOER

AND THE EXPERT REMOVER OF TATTOO MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a speciality.

Hongkong, 1st September, 1908.

GOLD STORAGE.

THE HONGKONG ICE COMPANY LTD. have now 40,000 cubic feet of GOLD STORAGE available at EAST POINT.

Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong, 6th January, 1900.

is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids and convalescents.

Benger's Food is sold in Tins by Chemists, etc., everywhere.

Hongkong, 1st September, 1908.

HOW INSURANCE FUNDS ARE INVESTED.

The same journal publishes an interview with Mr. Abe, President of the Meiji Life Insurance Company, who makes some remarks about the investments by Japanese insurance companies.

He says that the principal life insurance companies have been adopting the policy of joint investments. Hitherto investments have mostly been made in railway enterprise, but since the nationalisation of the railways the field in this direction has been materially narrowed down. The insurance companies, however, are not inclined to try investments in industrial concerns, for these are subject to periodical vicissitudes and must be regarded as more or less of a risky nature. For this reason Japanese insurance companies have now turned their attention to municipal loans for the employment of their surplus money, though investments may be tied in other directions where the soundness of the venture is assured. So far the Meiji and the Tokoku Life Insurance Companies have jointly undertaken the Fukuoka Municipal loan for ¥450,000 at an interest of 8½ per cent, the Meiji Life and Tokoku Marine a ¥50,000 loan for the Nagoya Electric Light Company at 9 per cent, the Meiji and the Tokoku Life a loan of ¥150,000 for the Toyohashi Electric Light Company at 8½ per cent, and the Meiji, Nijo, and Aikoku Life a million yen loan for the Orai Municipality at 7 per cent. Several other investments of smaller amounts have also been made.

Referring to the comparative advantage or disadvantage between domestic and foreign capital, Mr. Abe remarks that for trustworthy corporations or reliable enterprises it may be possible to borrow foreign capital at a low rate of interest, but supporting the interest to be of similar rate, the advantage to the borrower will lie on the side of domestic capital, inasmuch as the latter will be free from the bankers' commission which are inevitable in the case of foreign loans. It is quite possible, therefore, that investments prove more advantageous to the borrower.—Japan Chronicle.

INSURANCE BUSINESS IN JAPAN.

INVESTMENTS BY INSURANCE COMPANIES.

Although the establishment of insurance companies in Japan dates back as far as 1877, no real progress in the business took place until ten years later. Even then the ideas of the people regarding insurance were in an undeveloped state, and its advance was necessarily slow. The industrial and business boom that followed the conclusion of the Japan-China War of 1894-5 gave an impetus to the insurance business, which has since that time made a remarkable progress, as will be seen from the following figures, as to the number and amount of contracts, quoted by the *Keizai Zasshi*—

| Year Class | Number | Amount |
|------------|---------|---------------|
| 1900 Life | 803,468 | ¥195,587,000 |
| " Fire | 221,837 | 327,054,000 |
| 1901 Life | 787,639 | 197,584,000 |
| " Fire | 241,811 | 351,206,000 |
| 1902 Life | 668,735 | 181,651,000 |
| " Fire | 281,070 | 427,852,000 |
| " Marine | 8,737 | 17,071,000 |
| 1903 Life | 728,714 | 106,874,000 |
| " Fire | 415,227 | 608,414,000 |
| " Marine | 10,545 | 21,730,000 |
| 1904 Life | 721,275 | 213,377,000 |
| " Fire | 470,258 | 692,417,000 |
| " Marine | 10,658 | 30,907,000 |
| 1905 Life | 739,025 | 231,052,000 |
| " Fire | 555,100 | 914,469,000 |
| " Marine | 11,760 | 39,919,000 |
| 1906 Life | 818,779 | 275,769,000 |
| " Fire | 741,521 | 1,271,883,000 |
| " Marine | 15,235 | 44,235,000 |
| 1907 Life | 942,043 | 350,189,000 |
| " Fire | 834,000 | 1,484,404,000 |
| " Marine | 21,567 | 61,278,000 |

In addition to the above the number and amount of contracts made by foreign insurance companies in Japan that were in force at the end of 1907 were as follows:—

| Life | Number | Amount |
|--------|--------|-------------|
| Life | 15,115 | ¥32,912,000 |
| Fire | 23,928 | 247,476,000 |
| Marine | 354 | 1,843,000 |

Besides the three classes of insurance mentioned above there are some other forms of insurance in vogue in the country, such as those against conscription, transit, fidelity, sickness, etc., but the amount of contracts involved in these is not very large. From a study of these returns it may be observed that the total number and amount of contracts of all classes of insurance in force at the end of 1900 were 1,025,305 and ¥527,641,000 respectively. In 1907, however, these had increased to nearly 2 million contracts, valued at more than 2,000 million yen, showing an average annual increase during the seven years of 127,000 in the number of contracts and of about 200 million yen in the amount.

The marked advance in the insurance business in Japan in recent years is no doubt chiefly due, continues the Tokyo journal, to the recognition by the people of the importance of insurance, but at the same time the strenuous efforts made by the insurance companies in the matter of canvassing must also be largely responsible for the great increase in the figures. And this latter circumstance has brought about in some instances the failure of several insurance concerns, inflicting much loss on the policy-holders who have been induced to enter into contracts with them without making careful inquiries as to their stability. The failure or disappearance of concerns whose foundations are unstable is rather desirable than otherwise, as it means progress in any business. With regard to the revelations of mismanagement in insurance and other companies, of which there has been quite a crop of late, the Government should be held responsible to a certain extent in bringing about this state of affairs, owing to the perfunctory way in which supervision has been exercised over these corporations despite the provisions of the law. The authorities, evidently alarmed by the unpleasant disclosures in insurance circles, seem now to be taking very strict measures even in respect of insurance concerns whose soundness is generally admitted. This is going from one extreme to another. Official supervision or interference, unless judiciously applied, concludes the *Keizai Zasshi*, may have the effect of checking the growth of a business or industry.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.

Waglan. See K. W.

Stanley. See K. W.

Cape Collinson. See K. W.

Tai Po. See K. W.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light-houses.

F. G. FROD, Director.

1909, 1907.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards

Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and a CONE below

Indicates a Typhoon to the North-East of the Colony.

3. A DRUM

Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and a DRUM below

Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards

Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and a BALL below

Indicates a Typhoon to the South-West of the Colony.

7. A BALL

Indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and a BALL below

Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green

Intimation.

Powell's

Furnishing Department

ALEXANDRA BUILDINGS.

ITEMS OF INTEREST

IN OUR SHOW ROOMS

FIRST FLOOR
CARD TABLES
2ft. 6in. x 2ft. 6in. from \$10

AND
3ft. x 3ft. from \$21.
COVERED GREEN or
RED BAIZE

ENVELOPE FOLDING CARD TABLES

from \$21.50, covered in BAIZE,
IMITATION LEATHER OR
REAL SKIN IN ALL COLORS
SMOKERS' CABINETS

in dainty and Artistic designs,
FITTED with COPPER and
SILK PANELS, WITH KEYS
TO ALL CUPBOARDS AND
DRAWERS
\$15, \$18.50 AND \$21.50

LADIES' DESKS AND BUREAUS

in ENGLISH and
AMERICAN STYLE
from \$27.50 to \$65.00

REVOLVING BOOKCASES FINISHED IN NATURAL TEAK OR TO IMITATE ALL WOODS

PEDESTALS IN
VARIOUS SIZES AND STYLES
READY FOR INSPECTION

CARVED WHATNOTS

Both ordinary and
CORNER SHAPES
For
BRIC-A-BRAC

ALL ARTICLES
CHEERFULLY SHOWN
WITH NO
OBLIGATION TO
PURCHASE

POWELL'S
ALEXANDRA BUILDINGS,
and
28, Queen's Road.

For Sale.

FOR SALE.

"ADLER" TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7
with the latest improvement, the
lightest touch, the strongest and the
best ever produced.

We sell our Adler under our
guaranteed terms.

A few lines will bring the Adler
to your office free trial.

We sell various makes of second-
hand Typewriters

AND
Rent out by day or week.
REPAIR IS OUR SPECIALTY.

DRAGON CYCLE DEPOT,

33-35, Des Voeux Road, Central,
Hongkong.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

GARS, CIGARETTES

AND
TOILET REQUISITES
FOR SALE.

HONGKONG

Consignees.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINCE REGENT LUIT OLD,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
Godowns of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 9th of June, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 9th of June, at 9.30 A.M.

All claims must reach us before the 11th
of June, 1909, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be counterchecked by the
underriggers.

THIS STEAMER BRINGS CARGO.
Ex S.S. *Orizaba* from Venice.
NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
General Agents,
Hongkong, 2nd June, 1909.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer
"SIMLA,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted-out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 9th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No claims will be admitted after the goods
have left the Godowns.
E. A. HEWETT,
Superintendent.

Hongkong, 3rd June, 1909.

THE SILENT GUN

DEMONSTRATIONS TO BE GIVEN IN JAPAN.

It is stated by an exchange that the device
known as the "Maxim silence," is about
to be demonstrated to the Government of
China and Japan by Messrs. Joseph Kegan
and Hilliard Rosencrans, special representa-
tives of the inventor, who are coming East on
the steamer *Mongolia*. The value of the inven-
tion of smokeless powder in war time is now in-
creased a hundred fold by its use in connection
with this device, which reduces the sound of an
exploding cartridge to a mere puff which can-
not be heard a dozen yards in the open. In
determining the position of the enemy and the
strength of the attacking force the leader of a
body of troops is dependent almost en-
tirely upon the sound or sight of the enemy's
fires. The factor of concealment is one
of the most important in modern strategy
and the mowing down of troops by an
enemy, the strength and location of which
are unknown, may be calculated to upset the
plans of generals and strike fear into the hearts
of soldiers. The tests of the Maxim device
have demonstrated that even in an enclosed
range the sound of the discharge of a firearm is
reduced by 93 per cent., and the recoil 75 per
cent. A 3 calibre and a 30.30 Winchester rifle
were used with and without the silence and it
was shown that although the velocity of the
bullet was not decreased the volume of sound at
the discharge of the 30.30 with the silence
attached was not equal to that of the 32 without
the device. Also there was an entire ab-
sence of flash, so that even at night it would
be impossible to locate the marksmen. The
silence is a small steel metal tube 1 1/2 inches
in diameter and from 4 to 6 inches in length,
according to the gun to which it is attached.
For a 22 calibre rifle it is about four inches
long and for a 30.30 six inches. The weight
varies from 6 to 8 ounces. It is attached by
pushing it home on the barrel and giving it a
quick three-quarter turn to engage the thread.
It can be attached to any gun by cutting a short
screw thread in the muzzle. The principle
upon which it acts is the changing of the direc-
tion of the exploding gases from a forward to a
rotary one, allowing them to reach the air
gradually. At the test a steel plate one-quarter
of an inch in thickness was pierced with a clean
round hole at a distance of 100 feet by a 30.30
rifle carrying a 170 grain hard-nosed ball, and
the only sound to be heard was the impact of
the bullet with the steel. With the same
rifle 42 boards seven-eighths of an inch
thick were penetrated. The inventor is at pre-
sent engaged in perfecting the device for large
bore guns and heavy artillery.

MY OLD SELF AGAIN,
my lassitude and weakness had quite disap-
peared and I was once more well and strong,
as I have remained up to this day."

As with Mr. Martin Vas, so it has been with
countless other sufferers. Dr. Williams' Pink
Pills fill the veins with New, Pure Rich Blood
and so impart strength to the Nervous and
Muscular systems. They have cured Anemia,
Disorders arising from Impoverished Blood,
Indigestion, Neuralgia, St. Vitus' Dance,
Rheumatism, Sciatica, Beri-Beri, and Para-
lysis; also Women's Aches and Pains. Dr. Wil-
liams' Pink Pills for Pale People can be obtained
at most shops where medicines are sold, also
direct from the Dr. Williams' Medicine Co.,
8 B. Kilkenny Road, Shanghai, who send 6
bottles for \$3-max or 1 bottle for \$1.50 max
post free to any address.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by

PUBLIC AUCTION;
FOR ACCOUNT OF THE CONCERNED,

ON
WEDNESDAY

the 9th June, 1909, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,

SUNDRY VALUABLE
HOUSEHOLD FURNITURE,

Comprising—

SILK TAPESTRY COVERED DRAW-
ING ROOM SUITE, TEAKWOOD SIDE-
BOARDS and DINNERS WAGON with
BEVELLED GLASS, TEAKWOOD EX-
TENSION DINING TABLE and CHAIRS,
TEAKWOOD WARDROBES with BEVEL-
LED GLASS, MARBLE TOP WASH-
STANDS and DRESSING TABLES with
BEVELLED GLASS, BRASS and IRON
BEDSTEPS with WIRE and RATTAN
MATTRESSES, GLASS, CROCKERY and
E.P. WARE, TIENTSIN CARPETS and
RUGS, PICTURES, IRON SAFE, &c., &c.

ALSO

One COTTAGE PIANO and PIANOLA,
One OLD VIOLIN and One SEMI-GRAND
PIANO.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 5th June, 1909.

(467)

Intimations.

THE DRAPERY

EMPORIUM,

1, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN and CHINESE

USEFUL ARTICLES

OF

CLOTHING, FANCY GOODS

and TOYS

AT

VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season

Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RID-
BONS, LACE, BRIDAL VEILS,
FANCY DRESS GOODS, MUSLINS,
LAWNS, NAINSOOKS, SHIRT-
INGS, ALPACCAS, HOSIERY,
ENGLISH and AMERICAN FOOT-
WEARS, &c., &c.

Prices and Samples on application.

Best attention to all Coast Port Orders.

Hongkong, 16th April, 1909.

(1345)

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

4, Des Voeux Road Central.

CABINET-MAKERS and ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

at
No. 39, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., Firms and other
leading Establishments in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as
follows:

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co.
25th May, 1909.

ORDERS practically attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908.

(144)

Intimation.

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1, Lyndhurst Terrace.

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EUROPEAN, INDIAN and CHINESE

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(144)

HONGKONG AVERAGE MARKET PRICES.

Corrected 5th June, 1909. per 3 Mes.

BUTCHER MEAT.

Beef sirloin and prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chaung

" Bullock's Brains—Know, par set

" Tongue fresh—Ngau Li, each

" Corned—Ham Ngau Li, each

" Head—Ngau Tau

" Heart—Ngau Sum, per lb

" Hump, Salt—Ngau Kio

" Feet—Ngau Kook, each

" Kidneys—Ngau Yiu, each

" Tail—Ngau Mei, each

" Liver—Ngau On, each

" Tripe (undressed)—Ngau To, each

" Calves' Head and Feet—Ngau-chai-
tau-kook, each

" Mutton Chop—Yeung Pal Kwai, each

" Leg—Yeung Pal, each

" Shoulder—Yeung Shao, each

" Pig's Chilling—Ohl cheong, each

" Brains—Ohl Kook, per set

" Feet—Ohl Kook, each

" Fry—Ohl Chak, each

" Head—Ohl Tau, each

" Heart—Ohl Sum, each

" Kidneys—Ohl Yiu, pair

" Liver—Ohl Koon, each

" Pork Chop—Ohl Pal Kwai, each

" Corned—Ham Ohl Yuk, each

" Leg—Ohl Pal, each

" Fat or Lard—Ohl Yau, each

" Sheep's Head and Feet—Yeung Tau

" Kook, each

" Heart—Yeung Sum, each

" Kidneys—Yeung Yiu, each

" Liver—Yeung On, each

" Sucking Pig, To Order—Ohl Chai, each

" Suet Beef—Sang Ngau Yau, each

" Mutton—Sang Yeung Yau, each

" Veal—Ngau Chai Yuk, each

" Sausages—Ngau Chai Yuk Tong, each

POULTRY.

Chickens—Kai Ohl, each

" Ducks—Large, Small—Sia Kai, each

" Geese—Large, Small—Sia Kai, each

" Doves—Fan Kai, each

" Eggs—Hen—Kai Tai, per doz.

" Fowls, Canton—Kai, each

" Hainan—Hoi Nam Kai, each

" Geese—Ngo, each

" Geese, Wild Shanghai—Sheung Hoi Ye

" Ngo, each

" Musk Deer—Wong Keng, each

" Hare—To Chai, each

" Partridge—Oke Khoo, each

" Pheasant—Shan Kai, pair

" Pigeons, Canton—Pak Kip, each

" Holow—Holow Pak Kip, each

" Quail—Um-Ghan, each

" Rice Birds—Wo Fa Cheek, dozen

" Salpe—Sa Ohl, each

" Turkeys, Cock—Fo Kai Kung, per lb

" Hen—Na, each

" Wild Ducks, Shanghai, Sal-ap, pair

" Teal, Shanghai, Sal ap Ohl, each

" Wild Ducks, Canton—Sang Shing Sul

" Ap, each

FISH.

Barbel—Ka Yu

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

Watson's HYGIENOL, AND BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL". A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint 50 cents " " Gallon \$1.00

A. S. WATSON & CO., LIMITED, HONGKONG DISPENSARY AND KOWLOON DISPENSARY. Hongkong, 17th March, 1909.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Home Road, and should be accompanied by the Writer's Name and Address.

Subscription Rates (in Advance). DAILY—\$38 per annum. WEEKLY—\$18 per annum. The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month. The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTH.

On June 2, 1909, at Shanghai, the wife of J. B. TAYLOR, of a son.

MARRIAGE.

On June 3, 1909, at Shanghai, J. CHARLES LAMPREY, late The Royal Dublin Fusiliers, and late Captain Malay States Guides, eldest son of the late Surgeon-General, J. Lamprey, Army Medical Staff, to FLORENCE DAY HARRIS, youngest daughter of the late Captain A. D. Harris, of Shanghai.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 7, 1909.

SIR ROBERT HART.

The *Bombay Gazette* devotes the following appreciative article to Sir Robert Hart:—The Chinese Government have invited Sir Robert Hart, their late Inspector-General of Customs, to return to his post, and though we are told he has not yet decided we think it very likely he will respond to the invitation. It is true he is now in his seventy-fifth year and would naturally desire to seek rest for the remainder of his life. But Sir Robert's heart is in China, where he has been for the last fifty-five years, with only two short spells of leave, till he came home last year, as many thought, for good.

But it is not generally known that he was allowed to leave his responsible post on condition that he would take it up again at the end of a year's holiday. That year has just expired, for he left Peking at the end of April of last year and it is but natural that the Chinese Government should have invited him to return. If any one man is indispensable it is surely Sir Robert Hart, and it speaks volumes for his services to China that he should have been considered all along the official most difficult to displace. He became Inspector-General in 1863 and he has been continuously at this post till last year, with but two exceptions, once when he went home to marry in 1865 and again when he took a year's leave in 1878-9. During the past thirty years' continuous service, he wanted several times to get away on short leave, but the Government could ill spare him, till about two years ago his health rendered it imperative he should take a long rest. He applied to the late Emperor and the Empress Dowager for two years' leave, but he could get only one year. In Sir Robert's own words, "they did not want me to go away at all, but when I recognised that my work was beginning to suffer, I had to go." He was suffering from insomnia, the result of continuous work and it was this that compelled him to seek complete rest for a time if he was to avoid physical and mental breakdown. He has benefited much by his year's holiday, and his trouble of insomnia is so far cured that when he entered upon his seventy-fifth year a few weeks ago, he declared his intention of going back to China and resuming his duties. Sir Robert has passed his whole life, since he attained his majority, in China, which has thus become his country by adoption and affection, and he would like to end his days there. He is honoured in China as no other foreigner has ever been honoured: he has the Red Button, the Peacock's Feather, and his ancestors even have been ennobled according to Chinese custom. His constant intercourse with Chinese officials and the Peking Mandarins who have complete confidence in him. This long and continuous contact has made him look at events through Chinese spectacles, and in many things he may be said to be more of a Chinese than the Chinese themselves. The only book that he has published shows this sufficiently. As an intermediary between China and England and all Europe he has rendered very efficient service to the world, which he can only increase by going back to the scene of his labours. He has still considerable energy and cannot but like his old work again. Affairs in China since he left it a year ago. The Emperor and the Empress Dowager are both no more, and the Heir Apparent, whose Junior Guardian he had the high honour of being, has now mounted the Manchu throne. Sir Robert Hart would no doubt like to take his accustomed share in guiding Chinese policy towards Europe under the new regime, and we take it that he would avail himself of the invitation of the Chinese Government with alacrity.

LOCAL AND GENERAL.

AMONGST the calls to the Bar at the Middle Temple on 5th ult. is the name of Kow Soon Kim.

M. DE Salis, the newly appointed Swiss Minister to Japan, was expected to arrive at Tokio on 2nd inst.

THE long bayonet has been issued to the home battalions of "The Buffs," Middlesex Regiment and Queen's Own Cameron Highlanders.

THE negotiations between China and Japan with regard to the joint building of the Kirin-Kwang-tung railway, are to be resumed at Mukden.

THE King's Birthday will be officially celebrated at London and all home stations on Friday, June 25, and on his proper birthday, Nov. 9, at foreign stations.

H. E. WD Ting-lang, Minister to Washington, has telegraphed to the Waiwupu informing that President Taft has specially forbidden ill-treatment of Chinese, on pain of severe penalty.

THE master of fishing junk No. 19113 H (Leung Ku) was caught dredging in the man-of-war anchorage yesterday. On being charged in the Police Court, to-day, with the offence he was ordered to pay a fine of five dollars.

CAPTAIN the Honourable R. A. Campbell, Queen's Own Cameron Highlanders, will do duty with the 3rd Reserve Battalion till next trooping season, when he will join the 2nd Battalion, now at Tientsin, on moving to India.

THE Chinese Engineering and Mining Co., Ltd., kindly informs us that the total output of the Company's three mines for the week ending May 22, 1909, amounted to 29,999.37 tons and the sales during the period to 34,349.95 tons.

THE commission of the cruiser *Kent*, Captain Gerald C. Macarthur, now cruising in Pacific waters, of the China Squadron, will expire in November next. All the officers of the *Kent*, with the exception of three, are due for relief.

THE *China Critic* (Tientsin) says that the wedding of Major Nathan, R.E., the popular agent and general manager of the C. E. and M. Co., with Miss E. Detting, will take place on the 15th inst.

THE open-air concert which was to have been given by members of the Otago Gower Cricket Club on Saturday night has been indefinitely postponed owing to the inclemency of the weather on Saturday night.

A COOLIE named Chan Kwai was sentenced to three months' imprisonment in the Police Court, this morning, for the larceny of four drain grates belonging to the Public Works Department. The grates he removed from various parts of Queen's Road Central at night time.

A COOLIE, Chu Kam, of no fixed place of abode, who was found by a *lukong*, at about three o'clock this morning, loitering on the staircase of No. 51, Praya East, was convicted in the Police Court, to-day. The presumption was that Chu was there to commit a felony, and he was given three weeks' hard labour.

RETURN of visitors to the City Hall-Library and Museum for the week ending the 6th June, 1909:—

| | Library. | Museum. |
|------------------|----------|---------|
| Non-Chinese..... | 297 | 169 |
| Chinese..... | 169 | 2,139 |
| Total..... | 466 | 2,308 |

THREE men, Tse Tung Hing, an alleged broker, Ng Fong, a hawker, and Lin Chian, unemployed, were arrested yesterday, charged with street snatching. The allegation against the suspects was that they stole from several women in Queen's Road yesterday their earrings. The charges against them could not be proved, however, and they were given their liberty.

A FIRE, the origin of which is still a mystery, broke out in a matchbox at Wong-nei-chong this morning. In less time than it would take to relate the bamboo structure was all ablaze and was soon burnt to the ground, before anything could be done to save it. The shed was owned by one of the gardeners, and the damage done to the pot plants and personal property is put down at nearly \$1,000.

THIS morning, at the Magistracy, a man giving the name of U Tim, was arraigned on a charge of stealing a bundle containing clothing, etc., to the value of \$20, from a woman on board the steamer *Falshin* last night. Defendant was a passenger by that steamer. When the vessel was warped to her wharf, he annexed the woman's bundle and left the ship. They were soon given, and the thief was arrested before he had gone any distance. *Sequel* to *China Herald* and *Singapore Free Press*.

CAUSING needless suffering to a number of bullocks which they had under transportation, was the charge preferred against two boatmen, Li Shing Tsai, of junk S. 1375 H, and Ho Kan Fuk, of junk S. 1059 H, in the Police Court, this morning. The cruelty was caused by defendant tying the animals, head downwards, with too short a rope. Policeman Lanigan, of the Water Police Station, who prosecuted, gave evidence, and the defendants were each fined \$20. The alternative was a month's hard labour.

YESTERDAY afternoon, an exciseman arrested a man on the Canton wharf because he suspected him of having illicit opium in his possession. No opium was found on the man. The search, however, resulted in fifty-eight rounds of revolver ammunition being found in the man's box. Lo Kwai, a farmer, the accused, was charged in the Police Court, this forenoon, with being in possession of the ammunition without a police permit. He pleaded guilty, and was fined \$150, the option being two months' hard labour.

AT the annual dinner of the Heris Philatelic Society the Chinese Minister was a guest, and gave some very early history about postage. From ancient records it was known, said His Excellency, that there existed an important and well-organised system in China, so far back as a century before the Christian era, but as the postage was always paid by the addressee there was no need for the use of stamps. There first issue in the Western sense of the word was not until 1878, and only three kinds of stamps were sent out, but in the short period that had since elapsed the system had become very popular.

MARINE COURT.

FAILING TO CARRY A LIGHT.

In the Marine Court, this morning, before the Hon. Commander Basil Taylor, R.N., Harbour Master, P. C. Jackson proceeded against Chang Tai, owner of a ballast boat, for failing to exhibit the regulation light whilst under way early this morning. It appears that shortly after midnight, defendant's junk was seen sailing north of Stonecutters' Island with no masthead light showing, but with only a light aft. The constable went alongside and asked for the man's licence, which the latter produced. Defendant was charged with failing to carry a masthead light, but he made no reply. The P. C. saw a lamp at the masthead and told the boatman to lower it. The latter did so, when it was found that the lamp was a story told, thereby showing that it could not have been lighted for some time. The vessel was very little wind at the time. This morning, defendant told the Harbour Master that the wind had blown out his light and that he had no time to re-light it. He was fined \$15.

OUTRAGE AT SHUN TAK.

ESCAPED PRISONERS KILL A SOLDIER. [From Our Own Correspondent.]

Canton, 5th June. At about 5 p.m. on the 3rd instant the prisoners confined in the gaol attached to the Shun Tak Magistracy somehow or other managed to break out of their cells by bribing the warder. The guards at the time were having their supper. The prisoners were well supplied with arms and ammunition from some confederates outside, and with these weapons they rushed out in a body and attacked the soldiers, killing one of them. The desperadoes then made good their escape by the eastern gate of the city, and ransacked two shops there. These lawless proceedings alarmed the citizens, who hastened to barricade their doors by way of preventing the desperadoes from entering their premises. On the alarm being given, the Shun Tak Magistrate, accompanied by a large body of troops, proceeded to give chase to the escaped prisoners who, however, successfully evaded their pursuers. Information was promptly given to the people of neighbouring villages, through which the runaways were expected to pass, with the result that the soldiers, with the assistance of the villagers, arrested twenty-four of the outlaws and killed one, while forty-three of them succeeded in effecting their escape. Among these prisoners was the leader Lo Wing, for whose arrest a reward of \$5,000 was offered, and who arranged the plan for the outrage. On the following day, an official report was received from Shun Tak by the Viceroy, who was greatly incensed over the matter. He at once gave orders to remove the Shun Tak Magistracy (Lai Shik Kam) from office and appoint Shum Shui Chong to fill the vacancy. The cashiered official was, however, ordered not to leave his district, but to use his best endeavours for the re-capture of the escaped prisoners. Yesterday, the Kwangchow Prefect, Ko Kun Cheung, by order of the Viceroy, proceeded with the newly-appointed magistrate, to the Shun Tak district to investigate the matter.

MACAO HARBOUR WORKS.

IMPROVEMENT SCHEME SANCTIONED.

The much delayed scheme of improvement for bettering the approach to the harbour of Macao, has, at last, been sanctioned, thanks to the urgent and repeated representations of Governor Rodrigues to the Minister for the Colonies in Lisbon. Our information, which is derived from a source with best official connections in Macao, is to the effect that, on Saturday last, a telegram was received by the Portuguese Governor from the Colonial Office authorising His Excellency to accept the lowest tender for the Harbour Improvement Works. The telegram added that appropriations for the purpose of carrying out the scheme of improvements at Macao have been made by a vote which had been passed by the Portuguese Parliament. It was further stated that the works, which are to be carried out in the inner harbour. The capacity of the dredger will be one of 300 cubic meters of silt per working day. It is believed that the financial value is one of \$160,000 per annum until completion of the works which, in the main, have for their object the widening and deepening of the channel leading from the roadstead to the inner harbour of Macao.

TRAMCAR FATALITY.

OLD AND FEEDLE CHINAMAN KNOCKED DOWN AND KILLED.

This afternoon, at the Magistracy, an inquiry was held touching the death of a man named Tsu Hong, eighty-five years of age, who was knocked down and killed by a tram on the other day. The Coroner (Mr. J. H. Jupp) presided, and the following were the jurors empanelled:—Messrs. David Keith, C. Allen, and A. C. W. Neid. It was stated in evidence, that about half-past eight on the morning of the 22nd instant, a deceased was seen walking along the Praya, near the Naval Cantonment. Car No. 9, it appeared, was travelling from east to west in Arsenal Street it passed another car, ceased, it was explained, crossed behind the car and stepped in front of the westward bound car. Everything possible was done by motorman to avert the accident. Both cars were applied, but the car could not be pulled up in time, with the result that the deceased was knocked down, the vehicle striking full in the back. Policeman Glendinning, the injured man sent to the Government Hospital, where he expired sixteen days later.

The medical evidence showed that deceased in a very feeble condition and when his body was examined a wound on the forehead was found. There was also another cut on the side of his head. In spite of treatment the man worsened and died on the 25th May, death being caused by multiple injuries and septicaemia. Verdict of "Accidental death" was returned.

Manila Times of 2nd inst. says:—About on o'clock last night a thrilling rescue was made in the bay near the steamer *Ruby* by crew of the night patrol launch of the same service. At that hour as the launch was making its turn around the *Ruby's* stern something dark was seen swimming around the bow of the vessel, and it might be a would-be ophiom smugger, the launch bore down on the bobbing animal and after almost superhuman efforts succeeded in getting it on the launch and flung it ashore where it is now in custody of the Steward of the Wharfingers' office, being arrowed.

THE SUNNING RAILWAY.

OFFICIAL OPENING.

[From Our Own Correspondent.]

Canton, 5th June. On the 3rd instant, the official opening ceremony of the Sunning Railway was performed by the Taotai for the Development of Native Industries (Chan Mohng Tsang) who arrived at Kung Yick Fau with the Viceroy's representative, Hung Hing Fai, and other officials on board the cruiser *Kiang Kw* from Canton. There were present in the harbour of Kung Yick Fau eleven launches and twenty flower boats that came over from Hongkong and Canton with guests on board. Shortly after 9 a.m. the official party and the invited guests arrived at the Head Office of the Railway in Sunning city, where Taotai Chan Mohng Tsang performed the ceremony and declared the Railway open. There were present at the ceremony besides Taotai, Chan and the Viceroy's representative Hung the Director of the Swatow Railway, H.E. Chung Put Sze, Mr. Kong Hung Yon, Mr. Leung Sui Shan, Mr. Chan Wei Po, Mr. Shing Kwei Wing, the Director of the Three Provinces, Superintendent Lind, the deputy of the British Consul at Canton, the Magistrate of Sun-ai, the Magistrate of Hoi Ping, the Magistrate of Sunning and several others. At the conclusion of the ceremony, the party left Sunning City by special train consisting of nearly sixty cars, on the journey to the terminus at Tau Shan. There are seventeen stations along the line, and on arrival at each of these five-crackers were let off, the villagers crowding in large numbers to see the passing train and evincing great interest in the band which played selections of music on one of the cars all the way. At 4 p.m., the guests were entertained to dinner in a large matchbox, which was erected for the purpose. At the conclusion of the banquet cheers were given by all present for the success of the railway.

It will be remembered that it is less than three years since the scheme for building the Sunning Railway was proposed by Mr. Chan Geo Hing, the Director and Engineer-in-Chief of the Railway. The whole line, about 44 miles, has now been completed. The Railway is entirely a Chinese concern, with a paid-up capital of some \$2,800,000, of which a balance of about \$400,000 is to be carried forward, together with a quantity of materials for the building of another eleven miles. No foreign engineers have been employed on the Railway and the materials imported came mostly from America.

GOVERNMENT NOTE ISSUE.

CHAMBER OF COMMERCE DESIRES INFORMATION.

The following letter has been addressed to Government:—

Hongkong Chamber of Commerce, 27th May, 1909. Sir,—With reference to your letter of the 15th ult. regarding the proposed introduction of the proposed introduction in this Colony of a Government note issue on the lines of the system already adopted in the Straits Settlements, I have the honour to point out that the information now before my committee is not sufficient to enable them to form an opinion as to the proposal and I would beg to be furnished with more details so as to enable my committee to go fully into the question.

The more important points upon which my committee would like to be informed are:—

1. The general lines which it is proposed to adopt.
2. The arrangements for exchanging dollars into notes and vice versa.
- (a) Whether the Government will have their own treasuries and staff for working the issue.
- (b) If not what alternative system have they in view.
3. To what extent do the Government estimate the revenue of the Colony would benefit as against the present tax on Bank notes and the data on which such estimate is based.

My committee, upon receipt of these fuller details, will then be in a position to express their views on the subject, and I am directed to ask you to think His Excellency the Governor for referring the matter to the Chamber.—I have &c.,

(Sgd.), E. A. M. WILLIAMS, Secretary.

Hon. Mr. F. H. MAY, C.M.G., Colonial Secretary.

THE LEGISLATIVE COUNCIL.

KOWLOON CANTON RAILWAY.

At a meeting of the Legislative Council, to be held on Thursday, 10th June, the Colonial Secretary will move the following Resolution:—"It is hereby resolved that a sum of three million two hundred and eighty thousand six hundred and sixty-three dollars (\$3,282,663) be advanced out of funds in the custody of the Government for the purpose of construction of the Hongkong-Canton Railway (British Section) during the year 1909."

ORDERS OF THE DAY.

The Attorney General will move the first reading of a Bill entitled An Ordinance to transfer to certain officers of the Public Service certain duties at present performed by other officers; the first reading of a Bill entitled An Ordinance to amend the Patents Ordinance 1892; and the first reading of a Bill entitled An Ordinance to amend the Prepared Opium Ordinance 1891. The Colonial Secretary will move the third reading of the Bill entitled An Ordinance to authorise the Appropriation of a Supplementary Sum of Five hundred and twelve thousand two hundred dollars and thirty-four cents, to defray the Charges of the Year 1908. The Attorney General will move the Council into committee on the Bill entitled An Ordinance for authorising the construction of a tramway within the Colony of Hongkong.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

WEST RIVER FLOODS.

WUCHOW IN DISTRESS.

[From Our Own Correspondent.]

Shameen, 7th June.

12.55 p.m.

On Saturday, the 5th inst., the embankments in the Ko-ming district collapsed for the second time this year in consequence of the flood.

The whole district is inundated.

The city of Wuchow has also suffered.

The river has risen over twenty feet.

THE TUNGKUANSHAN CONCESSION.

OPINIONS IN PEKING.

[By courtesy of the "Shung Po."]

Peking, 6th June.

Most of the Ministers in Peking are of the opinion that Sir John Lister Kaye is exacting in his demands in connection with the Tungkuanshan mining concession.

Later.

The Tungkuanshan dispute will be settled by the Waiwupu.

The representatives of Anhui province are afraid that the Waiwupu might favour the foreign concessionaire and surrender the mine. They are rather agitated over the matter.

SIR JOHN LISTER KAYE EXPLAINS HIS POSITION.

A representative of the *Peking Daily News* has had an interview with Sir John Lister Kaye on the subject of the Anhui concessions. Sir John said:—"I had a long talk with the Wai-wu-people the day before yesterday, and later I and the Anhui delegates met. I spoke to them about the entire circumstances, and I have come up here in order to see them eye to eye and to ascertain why I have been treated like this. I don't like this. I don't like to open the case here again. My Government is just, you know my Government is just."

"I understand that certain articles of the treaty have been violated and that the representatives of the Peking Journal, 'They are Articles IV and V,' contained 'Sir John. But it is the Waiwupu,' producing a letter from the British Government relating to the concession which the reporter was asked to read and which he did. The letter gives several reasons stating that concession should not be cancelled. It requires the sanction of the Wai-wu-people."

"I, through my Government, have asked the Wai-wu-people to have this settled, but nothing has been done."

Sir John said nothing about the articles alleged to have been breached which, the delegates claim, has rendered further negotiation in the matter impossible.

"As a matter of fact, the Anhui people ought to co-operate with me to go to the Wai-wu-people or the Central Government, instead of going against me," said Sir John. "They have got to do the one thing or the other, to co-operate with me or re-purchase the concession which belongs to me."

"It is understood that you claim \$400,000, is that so?" he was asked.

"My engineer has reported to me that the ore deposit there is estimated value at \$600,000. I am prepared to let them take half and I take half. I have spent five thousand pounds and three hundred and fifty thousand dollars. The concession is mine. I have proof," holding the letter referred to above.

"Do you anticipate any definite arrangement?" he was again asked.

"No, not immediately," was the reply, "I have quantities of ore ready for shipment, but they stopped them."

"You blame the Wai-wu-people then, and not the people?"

EARTHQUAKE IN TSINGTAU.

REPORTED DAMAGE.

[By courtesy of the "Shung Po."]

Peking, 6th June.

An earthquake is reported as having occurred at Tsingtau which caused great damage.

ALLEGED MANSLAUGHTER.

IN KIUKIANG.

[By courtesy of the "Shung Po."]

Peking, 6th June.

The British Judge, who had proceeded to Kiukiang to try the case, has awarded compensation to the family of the deceased Chinaman and ordered the deportation of the policeman from Kiukiang.

The Chinese officials brought pressure upon the people to effect a settlement. The people, however, were not satisfied.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

WEST RIVER FLOOD.

INHABITANTS PANIC-STRICKEN.

[By courtesy of the "Sheung Po"]

Wuchow, 6th June.

The Fu River has suddenly risen twenty Chinese feet.

The inhabitants of the district are panic-stricken.

MACAO BOUNDARY QUESTION.

PORTUGUESE MINISTER'S REQUEST REFUSED.

[By courtesy of the "Sheung Po"]

Peking, 6th June.

The Portuguese Minister has asked the Waiwupu to settle the question of the Macao boundary in Peking.

The Waiwupu has replied declining to comply with the request.

At the same time the Ministry of Foreign Affairs has telegraphed to Ko Yi-him, the Special Commissioner, to be very careful in conducting the forthcoming negotiations so as not to make any mistakes.

EX-VICEROY SHUM.

RUMOUR DENIED.

[By courtesy of the "Sheung Po"]

Peking, 6th June.

There is no truth in the report that the Prince Regent has reinstated Shum Chun-hsen, ex-Viceroy of Canton, and appointed him to re-organise the Navy.

CANTON-HANKOW RAILWAY.

THE LOAN AGREEMENT.

[By courtesy of the "Sheung Po"]

Peking, 6th June.

The agreement between H.E. Chang Chih-tung and the Deutsche Asiatische Bank for a loan has not yet been signed owing to differences of opinion.

CHINA'S THANKS.

MISSION TO ST. PETERSBURG POSTPONED.

[By courtesy of the "Sheung Po"]

Peking, 6th June.

The Special Envoy to St. Petersburg (to return thanks to Russia for the representation at the recent Imperial funeral) has postponed his departure till the sixth moon on account of the Tsar's tour on the Continent.

RUSSIA AND CHINA.

HARBIN CASE SETTLED.

[By courtesy of the "Sheung Po"]

Peking, 6th June.

The Harbin case has been amicably settled and the Taotai has returned to Harbin to resume his duties there.

CHINA AND FRANCE.

RENDITION OF FUGITIVES.

[By courtesy of the "Sheung Po"]

Peking, 6th June.

China and France have drawn up five sets of regulations regarding the rendition of fugitive criminals.

TANG SHAO-YI.

WILL NOT RETURN TO FENGTIEN.

[By courtesy of the "Sheung Po"]

Peking, 6th June.

Upon Tang Shao-yi's return to China, the Grand Council has decided to give him some other appointment.

Tang will not be sent to Fengtien again, nor will he be attached to the Waiwupu.

TUG FOR MANILA.

COMPETING TENDERS FROM CHINA DOCKS.

[From Our Own Correspondent.]

Manila, 6th June.

Much interest was evinced in the Quarter-Master's Department on the 31st inst. when bids for the building of a sea-going tug for that department were opened. It was known that, as usual, Shanghai and Hongkong would be keen competitors for the award of the contract. When it was whispered that a local firm would also endeavour to put in a successful bid the interest in the friendly contest became more greatly intensified. As it happened when the tenders were opened the only firm offering to build an entirely new boat, according to specifications, was—

The Hongkong and Whampoa Dock Co., Ltd., which offered to construct a tug for the inclusive price of \$44,100 (gold). The Shanghai Dock and Engineering Co., Ltd., made the offer of the tug Samshui for \$38,000 (gold). While the Atlantic, Gulf and Pacific Co., will accept for their Robert K. a sum of \$50,000 (gold). The Robert K. may be mentioned, is now in Manila waters and lying behind the Breakwater. At this writing, no award has yet been made; and it is uncertain which firm's offer will be accepted by the Chief Quartermaster of the Division.

SERIOUS FIRE IN SHANGHAI.

OVER 40 HOUSES DESTROYED.

A serious fire occurred in East Hanbury Road last night, which unfortunately was attended with serious accident, reports the N. C. D. News of 3rd inst. A pony was burnt to death, and foreman A. E. Fenton, of Hongkong, was seriously burnt about the face and hands, his injuries necessitating his removal to the hospital for medical attention. Between forty and fifty shops and houses were destroyed before the fire was got under control.

Shortly after eight o'clock, the alarm was raised, and the brigade turned out with its usual promptitude. The first on the scene was Mr. A. E. Fenton of Hongkong, who was in charge of the fire truck. Seeing that the seat of the fire lay towards the Hanbury Road bridge, Fenton took the truck along East-Hanbury Road, and endeavoured to dash through the dense smoke and the flames on the fringe of the burning buildings. The pony, however, apparently became terrified, as it began to rear. Its actions swerved it in towards the burning mass, and Mr. Fenton was thrown from the truck and the animal fell to the ground. So intense was the heat that although many people witnessed the unfortunate pony struggling on the ground, and several attempts were made to reach him and drag him

to a place of safety, the heat was so intense that no one could effect the purpose. It was not long before the pony was dead, and was only by repeated attempts that Fenton was rescued, and the fire truck, which was badly damaged, pulled away and the burning portions extinguished.

Had the Hanbury Road bridge been open for traffic Fenton, it was asserted, would have been on the scene fully five minutes earlier than he was. Unluckily this bridge is closed at six o'clock each evening, as it is undergoing repairs, and authorities deem it unsafe to allow traffic over it after sundown.

The fire is said to have originated in a tobacco shop through a Chinese boy thoughtlessly filling a kerosene lamp over an open tin of kerosene. The boy dropped the lamp into the oil, and an explosion followed, to be quickly succeeded by a sheet of flame which enveloped the boy, and caught the inflammable fittings and stock. The boy, for his thoughtlessness, was believed to have paid the penalty with his life, as no trace of him could be found, but at a late hour he was found, having escaped through the rear of the premises. The flames spread with extraordinary quickness, and when the firemen arrived, houses on both sides of narrow Hanbury Road were burning fiercely. No time was lost in getting to work, and long lines of hose were quickly connected up, and many streams of water were soon playing on the heart of the fire, whilst efforts were directed towards saving those houses that were in imminent danger through the myriads of sparks that flew up, making a fine pyrotechnic display. The scene was an awe-inspiring one, beam after beam falling with a crash, sending up fresh showers of spark and lighting up the night. In spite of the gallons of water that were poured on the burning buildings, the fire continued to rage, and those premises on which the fire had a good hold were consumed with a rapidity which defied the greatest exertions of the fire fighters. All the firemen could do was to save the adjoining houses, and this they did as was shown by the scene of destruction in some of the shops, where charred and dripping fittings showed how close the premises had been to complete destruction.

After about two-and-a-half-hours' hard fighting the flames were extinguished, and the members of the brigade must be commended for the excellent work they did in effecting so great a save, as although over twenty houses and shops were destroyed, still had they been less prompt, even greater damage must have resulted, and possibly more serious loss of life. Much sympathy must be expressed for Hongkong station for the loss of their valuable pony, and the serious injuries received by their popular foreman.

Detective Sub-inspector Fitzgibbon and a number of officers were on the scene soon after the fire, with a view to making inquiries as to the origin of the outbreak, but the result of their inquiries was not known. Some of the electric light cables were broken, but owing to the Council's system of carrying duplicate lines, very few consumers were left without light.

THE MACAO BOUNDARY.

PORTUGAL'S SOVEREIGNTY OVER THE TERRITORY.

[From Our Own Correspondent.]

Under date Shanghai, 31st ult., "A Portuguese" writes to the N. C. D. News:—

"In your leader of the 25th inst. you write: 'The Portuguese contention that by the 1887-88 treaty China confirmed perpetual occupation and government of Macao and its dependencies by Portugal, is obviously weakened by the attached stipulation that Commissioners appointed by both Governments, shall proceed to the delimitation of the boundaries.' Until such delimitation is carried out (and contending parties have managed without it for over twenty years) 'everything in respect of the boundaries shall continue as at present.' But this provision has obviously no bearing on the forthcoming negotiations."

The reading of this passage leaves me with the impression that the Luzo-Chinese Treaty is for Portugal a worthless document, if the effect of the main provision of its Art. II can be destroyed by the clause added thereto as a supplement, and if this clause, which speaks of delimitation, cannot have any "bearing on the forthcoming negotiations."

I venture to dissent from your conclusions. The confirmation by China of "perpetual occupation and government of Macao and its dependencies" by Portugal "constitutes, as far as Portugal is concerned, the chief stipulation of the Luzo-Chinese Treaty. As it is deemed expedient that there should be a delimitation of the territories occupied by us, in conformity with the usage followed by civilized nations in similar cases, an additional clause having in view this object, was attached to the main provision of the article recognizing Portugal's position in South China as legitimate."

How the main provision of this article could be "weakened" by another one, of a secondary importance, inserted in the same article, I fail to see. This can only happen if the recognition of Portugal's sovereignty over Macao and its dependencies depends on the delimitation of the territories in our occupation. On the contrary, it is clear that the delimitation springs from the recognition. Nor does it appear obvious that the deliberations of the Commissioners are not to be affected by this passage in the additional clause, i.e., "everything in respect of the boundaries shall continue as at present, without addition, diminution or alteration by either of the parties." To my mind this passage was expressly put in to serve as a basis for the pending delimitation. At least from China's own point of view my interpretation thereof is a correct one.

In my letter of the 2nd ultimo I stated that, when the Chinese Plenipotentiaries set their seals to the Luzo-Chinese Treaty, they must have had in their minds the territories in our occupation, and I stated an actual fact. Prior to the signature of this international pact in 1887, instructions were sent from Peking to Governor Ung of Kwangtung to ascertain the extent of the territories occupied by the Portuguese. To carry out these instructions the Governor visited Macao. When in full possession of all the required information he sent his report to the Peking Government, and the Treaty was signed by the Chinese Plenipotentiaries with the knowledge imparted by this report in their minds.

China's reason for thus acting arose obviously from the consciousness that she would be called upon to delimit the boundaries of Macao on the basis as pointed out in the additional clause.

It is a well-known fact that the Luzo-Chinese Treaty is based on the principle of *Deus des. To the Art. II* whereby China recognized Portugal's sovereignty over Macao and its dependencies stands the Art. IV which reads thus:—

"Portugal agrees to co-operate with China in the collection of duties on opium exported from Macao into China ports in the same way, and as long as England co-operates with China in the collection of duties on opium exported from Hongkong."

The co-operation of Portugal as required by this article was immediately put into effect, but we cannot say that China, on her part, has shown the same readiness to fulfil her obligations as regards the delimitation of the Macao boundaries, until she has now reached, through quibbles of all sorts, the culminating point of not only wishing to evade as much as possible her solemn pledges in this respect, but also to tear up altogether the agreement she has entered into with Portugal. And this after she has fully profited by this agreement according to its Art. IV as set forth above.

Happily, the effective occupation counts for something.

Now, as China is writing a history of Macao let me ask her to add to her interesting narrative the following chapter:—

At the time of the Taiping rebellion the people fled from the districts around Canton in every direction. A great number turned their anxious eyes to the two spots which appeared to them as harbours of refuge. Many found protection in Hongkong, but the British Colony being yet in its infancy, thousands upon thousands of families sought safety in Macao. And the majority of the refugees were people of influential classes.

The Taipings would not think of following the refugees to the British Colony, and they respected the autonomy of the old Portuguese Colony.

The cruel fate of Ferreira do Amaral—martyr to his civic devotion, assassinated in 1899—was still fresh in the memory of the Portuguese nation. We might have imagined the occasion favourable to exact reparation for his atrocious death; but, instead, we thought only of affording shelter under the flag of Portugal to those who came for it.

LANE, CRAWFORD AND CO., LTD.

ANNUAL MEETING.

The thirteenth ordinary general meeting of shareholders of Messrs. Lane, Crawford and Co., Ltd., was held at Shanghai, on 31st inst. Mr. Jas. Ambrose presided and there were also present Mr. D. W. Crawford (director), Messrs. E. H. Dunning, J. P. Lowe, H. H. Read, J. Trevor Smith, H. King Hiller, K. O. Mackenzie and W. S. Featherstonhaugh (secretary), representing 1,266 shares.

At the request of the Chairman the secretary read the notice convening the meeting.

The Chairman then addressed the shareholders as follows:—

Gentlemen.—The report and accounts for the year ended February 28, 1909, having been in your hands for some time, I propose, with your permission, to take them as read, but before proposing the adoption of same I wish to draw your attention to several of the amounts shown therein. The first is the result of the year's working, which is much lower than in the past few years, being \$15,032.46 as against \$44,557.86 for the year ended February 29, 1908. This I must admit is a very considerable decrease, but it need not, I think, give the shareholders any anxiety as to the future prosperity of the Company's business.

During the past year we have been put to several heavy extraordinary expenses by the removal to our new premises and the engagement and passages of assistants from home for the branches we have opened up. The former necessitated payment of double rent for about four months and the expenses of the latter have been charged entirely to the year's working and not, as is done in some businesses, spread over the term for which the assistants are engaged. The expenses of removal were also heavy and the business dislocated somewhat during that removal, and this and the loss inseparable to opening new departments have all combined to affect the net result of the year's working and the consequent reduction in the dividend. With regard to the latter there must in all businesses be both fat and lean years, but I do not think the shareholders can have much cause for complaint when the amount distributed to them in dividends is considered. This Company was started as from March 1, 1903, since which date and including the dividend about to be proposed to day there will have been returned to shareholders \$195,000—or 7.8 per cent. per annum for the six years, which should be considered very satisfactory. The balance at credit of profit and loss account you will see amount to \$59,637, which your Directors propose to divide with in the following manner:—To pay a dividend of ten per cent. for the year, which will absorb \$19,500, leaving the balance of \$40,137 to be carried forward to the current year. Land and buildings stand in our books at \$99,770.32, this item, having been increased during the year by \$7,989.72 in improvements, additions and alterations to the premises. Sundry debtors, after making provision for bad and doubtful debts, stand at \$91,740.84, an increase of \$560.85 only over the previous year. Our stock, which has been valued on the lowest possible basis, stands at \$203,686.82, or \$34,565.87 higher than the previous year which is in a measure due to stocking the new departments we have started. Furniture and fixtures show a considerable increase. Last year this item stood at \$8,000.00, whereas it now stands at \$20,552.44, due to our new premises having been entirely fitted with new fixtures, which are as much up-to-date as they can be made in this country. Our investment account, which last year stood at \$4,387.11, has been reduced to \$1,938.58 by the sale of nineteen Shanghai Gas Co. shares. A new item appears in our accounts this year, viz., additions and improvements to No. 11 Nanking Road of \$1,041.42, less \$377.14 written off. These premises consist of the upper floor of the old building in which we now are and on which we have spent the aforementioned amount in alterations and fittings for the departments carried on there and which we have every reason to believe will prove remunerative. Those premises we hold under a three years' lease only, so we deemed it advisable to write off this year one-third of the cost of fitting them up. I retire from the directorate this year by rotation, but being eligible offer myself for re-election. That, gentlemen, is, I think, all I can say in connection with the report and accounts now before you but, before putting the resolution for passing same to the meeting, if any shareholder has any questions to ask I will do my best to answer them.

There being no questions, the report and statement of accounts, as presented, were adopted, on the proposition of the Chairman, seconded by Mr. D. W. Crawford.

The following resolutions were also adopted:—

That a dividend at the rate of ten per cent. on the paid-up capital of the Company be declared, payable in cash at exchange 73 at the Hongkong and Shanghai Bank to shareholders on record June 1—proposed by the Chairman and seconded by Mr. D. W. Crawford.

That Mr. Jas. Ambrose be re-elected a director of the Company—proposed by Mr. J. P. Lowe and seconded by Mr. J. Trevor Smith.

That Messrs. G. H. and N. Thomson be re-elected auditors of the Company to serve until the next ordinary general meeting of shareholders at a remuneration of Tls. 300 per annum, proposed by Mr. H. H. Read and seconded by Mr. J. P. Lowe.

This was all the business, and the Chairman announced that dividend warrants would be issued to-day.

The Chairman then thanked the staff for their assistance in the work of removal last summer, and Mr. Read thanked the directors on behalf of shareholders. This was supported by Mr. Smith.

With the Chairman's reply, the meeting concluded.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON FRIDAY,

the 11th June, 1909, at 5.30 P.M., near the Kowloon Post Office, Kowloon, 2 CHINA PONIES,

1 PROVISION WAGON, 1 SET OF HARNESS, AND SADDLE and BRIDLE.

TERMS—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 7th June, 1909. [468]

S.S. "TOURANE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Malapan*, from Havre ex S.S. *Malapan*, and from Bordeaux ex S.S. *Frederic Morel* and *Villa de Cadix*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 14th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th June, or they will not be recognized. All damaged packages will be examined on MONDAY, the 14th June, at 3 P.M.

No Fire Insurance has been effected. P. DE CHAMPMORIN, Agent.

Hongkong, 7th June, 1909. [469]

CANTON DAY BY DAY.

THE SELF-GOVERNMENT SOCIETY.

[From Our Own Correspondent.]

Canton, 5th June.

At a meeting held yesterday by the Self-Government Society for the purpose of promoting agricultural pursuits, Mr. Tso Kun Yek voluntarily subscribed \$1,000 towards the funds for this purpose.

CANTON PROVINCIAL JUDGE.

The Canton Provincial Judge (Wei Kung Tun), who left here on the 14th ultimo for Kwangsi with instructions to suppress the insurrection there and to investigate other matters, returned to Canton on the 4th instant.

WATER RETURN.

Level and storage of water in reservoirs on the 1st June.

CITY AND HILL DISTRICT WATER WORKS.

| | 1908. | 1909. |
|-------------------------|------------------------|------------------------|
| Tytam..... | 55' 10" below overflow | 54' 3" below overflow |
| Tytam Dye..... | 24' 11" below overflow | 24' 3" below overflow |
| Wash..... | 21' 7" below overflow | 20' 51" below overflow |
| Tytam Intermediate..... | 21' 2" below overflow | 21' 71" below overflow |
| Pokfulum..... | 21' 2" below overflow | 21' 71" below overflow |
| Wong-nai-chung..... | 22' 8" below overflow | 24' 5" below overflow |

STORAGE GALLONS.

| | 1908. | 1909. |
|-------------------------|-------------|------------|
| Tytam..... | 75,203,000 | 73,920,000 |
| Tytam Dye..... | 696,000 | 966,000 |
| Tytam Intermediate..... | 181,379,000 | 99,027,000 |
| Pokfulum..... | 22,200,000 | 21,375,000 |
| Wong-nai-chung..... | 5,091,000 | 6,079,000 |

Total..... 287,566,000 202,267,000

Consumption of water in the City and Hill District during the month of May.

| | 1908. | 1909. |
|-----------------------------------|-------------|---------------------|
| Consumption..... | 143,580,000 | 118,870,000 gallons |
| Estimated population..... | 206,760 | 208,560 |
| Consumption per head per day..... | 22.4 | 18.3 gallons |

Constant supply in all districts during May, 1908.

Intermittent supply by Rider mains in Rider main districts during May, 1909.

The return of consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filter Beds are in progress.

KOWLOON WATER WORKS.

| | 1908. | 1909. |
|----------------------------|-----------------------|-----------------------|
| Kowloon..... | 29' 3" below overflow | 33' 6" below overflow |
| Gravitation Reservoir..... | 29' 3" below overflow | 33' 6" below overflow |

STORAGE GALLONS.

| | 1908. | 1909. |
|------------------------------------|-------------|--------------------|
| Kowloon Gravitation Reservoir..... | 116,500,000 | 95,100,000 gallons |

Consumption of water in Kowloon during the month of May:—

| | 1908. | 1909. |
|-----------------------------------|------------|--------------------|
| Consumption..... | 22,565,000 | 23,826,000 gallons |
| Estimated population..... | 82,900 | 87,700 |
| Consumption per head per day..... | 8.6 | 8.7 gallons |

The Government Analyst reports that the water is of excellent quality.

P. N. H. JONES, Water Authority.

Intimations.

THE DAIRY FARM COMPANY, LIMITED.

EXTRA CHOICE SUGAR CURED

BACON and HAM.

VERY MILD

HONEYSUCKLE BRAND.

Only 60 cents a lb.

Hongkong, 4th June, 1909. [380]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,500,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed. SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th March, 1908. [184]

To Let.

TO LET.

GODOWN, No. 6, DUDDELL STREET.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 3rd June, 1909. [462]

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., LD.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 3rd June, 1909. [463]

TO LET.

ROOMS suitable for Offices in No. 10, ICE HOUSE STREET, in rear of David Sassoon & Co.'s premises.

Apply to—DAVID SASSOON & Co., LD.

Hongkong, 13th May, 1909. [378]

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—HONGKONG & KOWLOON LAND & LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 9th March, 1909. [248]

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—THE H

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

| From Hongkong. | From Quebec. |
|--|---------------------------|
| "EMPRESS OF JAPAN"..... | FRIDAY, JULY 9TH. |
| "EMPRESS OF CHINA"..... | "EMPRESS OF IRELAND"..... |
| SATURDAY, JULY 3RD. | FRIDAY, JULY 30TH. |
| "MONTEAGLE"..... | |
| WEDNESDAY, JULY 14TH. | |
| "EMPRESS OF INDIA"..... | |
| SATURDAY, JULY 24TH. | FRIDAY, AUG. 20TH. |
| "Empress" Steamers will depart from Hongkong at 6 p.m. | |
| "Monteagle"..... | 12 noon. |

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent, by Canadian Pacific direct line).....£71.10/-
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.
HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£43.

Via New York.....£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

| For | Steamship | On |
|-------------------------------------|------------------|-----------------------------|
| SHANGHAI..... | "YATSHING"..... | TUESDAY, 8th June, Noon. |
| SHANGHAI..... | "HANGSANG"..... | WEDNESDAY, 9th June, Noon. |
| TIENSIN VIA WEIHAIWEI & CHEFOO..... | "CHIPSING"..... | WEDNESDAY, 9th June, Noon. |
| SHANGHAI..... | "WINGSANG"..... | FRIDAY, 11th June, Noon. |
| MANILA..... | "LOONGSANG"..... | FRIDAY, 11th June, 4 P.M. |
| S'GAPOR, PENANG & OLOUTTA..... | "KUTSANG"..... | TUESDAY, 15th June, Noon. |
| SENDAKAN..... | "MAUSANG"..... | WEDNESDAY, 16th June, Noon. |
| MANILA..... | "YUENSANG"..... | FRIDAY, 18th June, 4 P.M. |

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutsang*, *Namsang* and *Pookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan—passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yokohama, Chefoo, Tientsin & Newchwang.
Taking Cargo on through Bills of Lading to Kudat, Labad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.
General Managers.
Telephone No. 61.
Hongkong, 5th June, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For | STEAMERS | TO SAIL |
|----------------------------------|------------------|--------------------|
| AMOV, MANILA, CEBU & ILOILO..... | "SUNGKIANG"..... | 8th June, 4 P.M. |
| MANILA..... | "THAN"..... | 9th " " 3 P.M. |
| SHANGHAI..... | "YINGHONG"..... | 10th " " 4 P.M. |
| WEIHAIWEI, CHEFOO & TIENSIN..... | "KURHONG"..... | 11th " " " " |
| SHANGHAI..... | "CHEWAN"..... | 13th " " " " |
| MANILA..... | "TAKING"..... | 15th " " 3 P.M. |
| MANILA, ZAMBOANGA and USUAL..... | "CHANGSHA"..... | 15th " " 4 P.M. |
| AUSTRALIAN PORTS..... | "CHINHUA"..... | 17th " " " " |
| SHANGHAI..... | "LINAN"..... | 20th " " Daylight. |

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, TWICE WEEKLY.
S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chepan*, *Linan*, *Chinkun*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single; \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.
Hongkong, 7th June, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|-------------|-------|---------------|--------|-------------------------------|
| RUBI..... | 2540 | R. W. Almond. | MANILA | SATURDAY, 12th June, at Noon. |
| ZAFIRO..... | 2540 | R. Rodger. | " | SATURDAY, 19th June, at Noon. |

For Freight or Passage, apply to

SHEWAN TOMES & CO.
General Managers.

Manila, 5th June, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

| | | |
|-------------------------|-----------------------|-------------------------------|
| S.S. MANSU MARU..... | 5,000 tons gross..... | Sail 1st July, 1909, at Noon. |
| S.S. AMERICA MARU..... | 6,000 "..... | " 30th Aug., 1909, at Noon. |
| S.S. HONGKONG MARU..... | 6,000 "..... | " 26th Oct., 1909, at Noon. |
| S.S. MANSU MARU..... | 5,000 "..... | " 10th Dec., 1909, at Noon. |

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yokohama Building.

Hongkong, 4th May, 1909.

OSAKA SHOSHEN KAISHA.

INAUGURATION OF NEW
TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from Hongkong for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call)

Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.

Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, (B.C.)

(Subject to Alteration)

| Newly Built Steamers | Tons (gross reg.) | Captain | Sailing Date. |
|----------------------|--------------------|---------|-------------------------------------|
| "TACOMA MARU"..... | 6,178 | | On Saturday, 3rd July. |
| "SEATTLE MARU"..... | (already launched) | | 4 other new sister ships to follow. |

The steamers have fair speed; Special up to date appliances for cargo working; and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated AMIDSHIP, and a limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 11, Queen's Buildings.
Hongkong, 1st June, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATIONS. | STEAMERS. | SAILING DATES. 1909. |
|--|--|------------------------------------|
| MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID..... | WAKASA MARU, Capt. N. Nielsen, Tons 6500 | WEDNESDAY, 9th June, at Daylight. |
| VICTORIA, B.C. & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA..... | SADO MARU, Capt. Geo. Anderson, Tons 6500 | WEDNESDAY, 23rd June, at Daylight. |
| SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE..... | TOSA MARU, Capt. T. Harrison, Tons 6000 | TUESDAY, 8th June, at 4 p.m. |
| BOMBAY, Via SINGAPORE AND COLOMBO..... | SHINANO MARU, Capt. K. Kawa, Tons 6500 | TUESDAY, 22nd June, at 4 p.m. |
| SHANGHAI, MOJI AND KOBE..... | NIKKO MARU, Capt. M. Yari, Tons 6000 | FRIDAY, 11th June, at Noon. |
| KOBE AND YOKOHAMA..... | KUMANO MARU, Capt. N. Matheson, Tons 6000 | FRIDAY, 9th July, at Noon. |
| NAGASAKI, MOJI, KOBE and YOKOHAMA..... | YEBOSHI MARU, Capt. B. Koo, Tons 4500 | THURSDAY, 17th June, at Noon. |
| | YETOROFU MARU, Capt. K. Soyeda, Tons 4500 | SUNDAY, 20th June, at Noon. |
| | SANUKI MARU, Capt. K. Homma, Tons 6500 | FRIDAY, 11th June, at 5 p.m. |
| | MISHIMA MARU, Capt. A. E. Moser, Tons 9200 | THURSDAY, 17th June, at 5 p.m. |

* Omitting Shanghai. † Cargo only.

§ Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

| | | |
|-------------------|---------------------------|----------------------------------|
| Hirano Maru..... | (Capt. H. FRASER)..... | About Wednesday, 30th June. |
| Kamo Maru..... | (Capt. F. L. SOMMER)..... | About Wednesday, 28th July. |
| Mishima Maru..... | (Capt. A. E. MOSES)..... | About Wednesday, 25th August. |
| Atsuta Maru..... | (Capt. W. THOMPSON)..... | About Wednesday, 22nd September. |

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

| | | | | |
|----------------|-------|-----|-----|----|
| 1st Class..... | \$200 | 110 | 100 | 90 |
| 2nd "..... | \$80 | 70 | 60 | 50 |

Option of rail between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO,

Manager.

(418-419)

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, OCEAN, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 12th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moolah*, 10,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo, for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Peria*, due in London on 15th July, 1909. Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWITT,

Superintendent.

Hongkong, 29th May, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"SEGUIRA,"

Captain Bayer, will be despatched as above on or about 8th prox.

The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with Electric Light and carries a Doctor and Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.

Agents.

Hongkong, 25th May, 1909.

HONGKONG—BOSTON—NEW YORK.

AMERICAN-ASIATIC STEAMSHIP
COMPANY.

FOR BOSTON AND NEW YORK VIA

PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

S.S. "INDRANI".....On 16th June, 1909.

to be followed by

S.S. "ST. PATRICK".....On 13th July, 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 2nd June, 1909.

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

S.S. "PATHAN".....About 22nd June.

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 7th May, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United

States of America and Canada, and also

for the principal ports in Mexico, and

Central and North America.

PROPOSED SAILINGS FROM HONGKONG

VIA

VICTORIA, B.C., SEATTLE & TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer

Tons

Captain

Sailing Date

Oceanic.....4,657 F. W. Davies.....1st July

Kanamaru.....6,231 J. Matheson.....29th July

America.....4,503 J. Boyd.....26th Aug.

These steamers are specially fitted for the

carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED

STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED.

General Agents.

Queen's Buildings.

Hongkong, 30th May, 1909.

(18-19)

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR,"

Captain G. F. Hudson, will be despatched for the above Ports, on THURSDAY, the 10th instant, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 4th June, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE"

Captain W. Barrett, will be despatched as above on or about 12th June.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOURIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID U. | POSITION AS PER LAST REPORT | LAST DIVIDEND. | APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV. | CLOSING QUOTATIONS. |
|---|----------------|----------|----------|--|--------------------|---|---------------------------------------|
| | | | | RESERVE. | AT WORKING ACCOUNT | | |
| BANKS. | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 120,000 | \$125 | \$125 | \$1,500,000 \$14,500,000 \$16,000,000 | \$2,000,234 | Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$16.024 | 5 1/2 % \$385 buyers London 291 |
| National Bank of China, Limited | 99,925 | £7 | £6 | \$4,000 \$150,000 | \$10,223 | 5s (London 3/6) for 1903 | 5 1/2 % \$51 |
| MARINE INSURANCES. | | | | | | | |
| Canton Insurance Office, Limited | 10,000 | \$250 | \$50 | \$1,500,000 \$238,757 \$181,000 \$181,000 | none | \$14 for 1907 | 7 1/2 % \$105 sellers |
| North China Insurance Company, Limited | 10,000 | £15 | £5 | Tls. 150,000 Tls. 50,747 Tls. 118,277 | Tls. 160,512 | Interim of 7/6 for 1908 | 5 1/2 % Tls. 104 buyers |
| Union Insurance Society of Canton, Limited | 12,400 | \$250 | \$100 | \$3,000,000 \$197,448 \$105,449 \$68,000 | \$2,464 9 1/2 | Final of \$17 making \$47 for 1907 and interim of \$30 for 1908 | 5 1/2 % \$845 |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | \$60 | \$1,000,000 \$144,464 \$199,000 \$1,000,000 | \$737,637 | \$12 and bonus \$3 for 1907 | 7 1/2 % \$225 buyers |
| FIRE INSURANCES. | | | | | | | |
| China Fire Insurance Company, Limited | 0,000 | \$100 | \$30 | \$1,000,000 \$1,000,000 \$1,000,000 | \$375,341 | \$6 and bonus \$1 for 1907 | 7 1/2 % \$110 buyers |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | \$1,000,000 \$1,000,000 \$1,000,000 | \$368,711 | \$27 for 1907 | 8 % \$345 buyers |
| SHIPPING. | | | | | | | |
| China and Manila Steamship Company, Limited | 30,000 | \$25 | \$24 | \$7,000 \$204,698 \$204,698 | \$1,035 | \$1 for 1906 | 7 % \$36 sellers |
| Douglas Steamship Company, Limited | 10,000 | \$50 | \$50 | \$1,000,000 \$1,000,000 \$1,000,000 | \$20,279 | Final of 1/2 making \$24 for 1908 | 7 1/2 % \$324 buyers |
| Hongkong, Canton & Macao Steamboat Co., Ltd. | 80,000 | \$15 | \$15 | \$1,000,000 \$1,000,000 \$1,000,000 | \$13,755 | 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$1.154 | 4 % \$74 buyers |
| Indo-China Steam Navigation Co., Ltd. (Preferred) | 60,000 | £5 | £5 | Tls. 75,000 Tls. 14,510 Tls. 68,490 | Tls. 14,510 | Final of Tls. 14 making Tls. 34 for 1908 | 7 1/2 % Tls. 52 buyers |
| Shanghai Tug and Lighter Company, Limited | 200,000 | Tls. 50 | Tls. 50 | Tls. 75,000 Tls. 14,510 Tls. 68,490 | Tls. 14,510 | Second interim of 1/- for a/c 1908 | 4 % \$26 ex div. |
| "Shell" Transport and Trading Company, Limited | 10,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 \$1,000,000 | \$3,121 | \$1.00 for year ending 10.4.1909 | 3 1/2 % \$151 ex div. |
| "Star" Ferry Company, Limited | 10,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 \$1,000,000 | Tls. 2,215 | Final of Tls. 14 making Tls. 24 for 1908 | 11 % Tls. 45 sales |
| REFINERIES. | | | | | | | |
| China Sugar Refining Company, Limited | 20,000 | \$100 | \$100 | \$1,000,000 \$1,000,000 \$1,000,000 | Dr. \$5,858 | \$5 for year ending 31.12.08 | 3 1/2 % \$142 |
| Luxon Sugar Refining Company, Limited | 7,000 | \$100 | \$100 | \$1,000,000 \$1,000,000 \$1,000,000 | Dr. \$135,871 | \$3 for 1907 | ... |
| Perak Sugar Cultivation Company, Limited | 7,000 | Tls. 50 | Tls. 50 | Tls. 100,000 | Tls. 9,171 | Tls. 34 for year ending 31.8.08 | ... |
| MINING. | | | | | | | |
| Chinese Engineering and Mining Company, Ltd. | 100,000 | £1 | £1 | £175,000 £12,289 | Dr. £1,556 | Interim of 1/5 (coupon No. 12) for year ending 29.2.09 | 7 % Tls. 184 buyers |
| Rub Australian Gold Mining Company, Limited | 50,000 | £1 | £1 | £4,878 | Dr. £2,191 | No. 12 of 1/- = 48 cents | ... |
| DOCKS, WHARVES & GODOWNS. | | | | | | | |
| Fenwick (Geo.) & Co., Limited | 18,000 | \$25 | \$25 | \$4,500 | Dr. \$7,421 | \$1.75 for year ending 31.12.06 | ... |
| Hongkong & Kowloon Wharf and Godown Co., Ltd. | 60,000 | \$50 | \$50 | \$3,000,000 \$3,000,000 \$3,000,000 | \$10,108 | Final of \$14 making \$34 for 1907 | ... |
| Hongkong and Whampoa Dock Company, Ltd. | 50,000 | \$50 | \$50 | \$2,500,000 \$2,500,000 \$2,500,000 | \$ 87,798 | Final of \$4 making \$8 for 1908 | 11 1/2 % \$67 |
| Shanghai Dock and Engineering Co., Ltd. | 15,700 | Tls. 100 | Tls. 100 | Tls. 1,500,000 | Tls. 13,748 | Interim of Tls. 24 for 6 months ending 31st October, 1908 | 6 % Tls. 15 sales |
| Shanghai and Hongkong Wharf Company, Limited | 16,000 | Tls. 100 | Tls. 100 | Tls. 697,257 Tls. 50,000 | Tls. 22,818 | Final of Tls. 6 making Tls. 10 for 1908 | 6 % Tls. 160 buyers |
| LANDS, HOTELS & BUILDINGS. | | | | | | | |
| Anglo-French Land Investment Co., Ltd. | 25,000 | Tls. 100 | Tls. 100 | Tls. 25,000 | Tls. 4,134 | Tls. 6 for year ending 29.2.09 | 5 1/2 % Tls. 104 buyers |
| Astor House Hotel Company, Limited (Shanghai) | 30,000 | \$25 | \$25 | \$750,000 | Dr. 4,230 | \$24 for year ending 30.6.07 | ... |
| Central Stores, Limited | 50,125 | \$25 | \$25 | \$1,250,000 | \$24,611 | \$1.20 on old and 60 cents on first new issue | ... |
| Hongkong Hotel Company, Limited | 1,000 | \$50 | \$50 | \$50,000 | \$205 | Final of \$3 making \$6 for 1908 | 6 1/2 % \$40 sa. new |
| Hongkong Land Investment and Agency Co., Ltd. | 50,000 | \$100 | \$100 | \$5,000,000 | \$26,475 | Final of \$34 making \$7 for 1908 | 6 1/2 % \$91 buyers |
| Humphry & Estate & Finance Company, Limited | 150,000 | \$20 | \$20 | \$3,000,000 | \$5,186 | 60 cents for 1908 | 6 1/2 % \$30 buyers |
| Kowloon Land and Building Company, Limited | 6,000 | \$50 | \$50 | \$300,000 | \$278 | \$14 for 1908 | 5 % \$30 buyers |
| Shanghai Land Investment Company, Limited | 78,000 | Tls. 50 | Tls. 50 | Tls. 3,900,000 | Tls. 142,404 | Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908 | 6 1/2 % Tls. 120 |
| West Point Building Company, Limited | 12,500 | \$50 | \$50 | \$625,000 | \$1,968 | Final of \$2 making \$4 for 1908 | 8 1/2 % \$46 sales |
| COTTON MILLS. | | | | | | | |
| Ewo Cotton Spinning and Weaving Company, Ltd. | 15,000 | Tls. 50 | Tls. 50 | Tls. 750,000 | 15,820 | Tls. 5 for year ended 31.10.1908 | 4 1/2 % Tls. 120 buyers |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000 | \$10 | \$10 | \$1,250,000 | \$9,553 | 50 cents for year ending 31.7.08 | 6 % \$81 sales |
| International Cotton Manufacturing Company, Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 750,000 | Tls. 8,372 | Tls. 6 for year ending 30.9.06 (8%) | ... |
| Laon-kung-mow Cotton Spinning and Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | none | Tls. 4,829 | Tls. 4 for 1908 | ... |
| Wey Chai Cotton Spinning Company, Limited | 2,000 | Tls. 500 | Tls. 500 | Tls. 1,000,000 | Tls. 15,911 | Tls. 50 for 1906 | ... |
| MISCELLANEOUS. | | | | | | | |
| Bell's Asbestos Eastern Agency, Limited | 8,604 | 12 1/2 | 12 1/2 | \$1,500 | £648 | 1/10th per share for 1907 = 1.037 | 20 % \$104 |
| China-Borneo Company, Limited | 60,000 | \$12 | \$12 | \$720,000 | £40,000 | \$1.20 for 1908 | 9 % \$131 buyers |
| China Light and Power Company, Limited | 50,000 | \$10 | \$10 | \$500,000 | \$51,138 | 50 cents for year ended 28.2.06 | 8 1/2 % \$7 |
| China Provident Loan & Mortgage Company, Ltd. | 125,000 | \$10 | \$10 | \$1,250,000 | \$3,407 | 80 cents for 1908 | 8 1/2 % \$94 buyers |
| Dairy Farm Company, Limited | 40,000 | \$7 1/2 | \$6 | \$300,000 | \$48 | \$1.30 for year ending 31.7.08 | 7 1/2 % \$161 buyers |
| Green Island Cement Company, Limited | 400,000 | \$10 | \$10 | \$4,000,000 | \$3,753 | Final of 50 cents making 90 cents for 1908 | 10 1/2 % \$6.10 buyers |
| H. Price & Company, Limited | 12,000 | \$10 | \$10 | \$120,000 | \$5,000 | 75 cents for 9 months ending 31.12.07 | 8 % \$12 |
| Hall & Holt, Limited | 21,000 | \$20 | \$20 | \$420,000 | \$8,937 | \$2 for year ending 29.2.09 | 9 1/2 % \$21 buyers |
| Hongkong Electric Company, Limited | 60,000 | \$10 | \$10 | \$600,000 | \$8,195 | \$1 and bonus 20 cts. for year ending 29.2.09 | 6 1/2 % \$19 buyers |
| Hongkong Ice Company, Limited | 5,000 | \$25 | \$25 | \$125,000 | \$7,616 | Final of \$15 per share making \$30 for 1908 | 12 1/2 % \$155 sellers |
| Hongkong Rope Manufacturing Company, Ltd. | 60,000 | \$10 | \$10 | \$600,000 | \$8,190 | Final of \$1 per share making \$2 for 1908 | 8 1/2 % \$14 |
| Meischel & Co., Ltd. | 25,000 | Gs. 100 | Gs. 100 | Tls. 547,500 Tls. 65,914 | Tls. 16,682 | 1st Quarterly div. of Tls. 12 1/2 for account 1909 | 4 % Tls. 1,140 sa. |
| Peak Tramways Company, Limited | 25,000 | \$10 | \$10 | \$250,000 | \$1,304 | 80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09 | 6 % \$13.20 ex div. |
| Philippine Company, Limited | 50,000 | \$10 | \$10 | \$500,000 | \$18,640 | None | 3 % \$14 ex div. |
| Shanghai Gas Company, Limited | 24,000 | Tls. 50 | Tls. 50 | Tls. 1,200,000 | Tls. 6,603 | Final of Tls. 4 making Tls. 7 1/2 for 1907 | 6 1/2 % Tls. 112 1/2 b. |
| Shanghai-Sumatra Tobacco Company, Limited | 30,000 | Tls. 20 | Tls. 20 | Tls. 600,000 Tls. 24,820 Tls. 75,000 | Tls. 5,250 | Final Tls. 5 making Tls. 8 for 1908 | 4 1/2 % Tls. 181 sellers |
| Shanghai Waterworks Company, Limited | 16,350 | £20 | £20 | Tls. 320,000 | Tls. 23,038 | Final of 3/- making 46/- for 1908 | ... |
| South China Moralizing Post, Limited | 6,000 | \$25 | \$25 | \$150,000 | Dr. \$56,602 | None | 8 % \$14 |
| Steam Laundry Company, Limited | 20,000 | \$5 | \$5 | \$100,000 | \$236 | 40 cents for year ending 31.5.08 | 5 % Tls. 94 buyers |
| Tientsin Waterworks Company, Limited | 5,000 | Tls. 100 | Tls. 100 | Tls. 500,000 | Tls. 20,201 | Tls. 6 for year ending 30.4.07 | 5 % \$104 buyers |
| Union Waterboat Company, Limited | 10,000 | \$10 | \$10 | \$100,000 | \$172 | 60 cents for year ending 31.12.08 | 6 1/2 % \$13 buyers |
| United Asbestos Oriental Agency, Limited | 10,000 | \$10 | \$10 | \$100,000 | \$1,360 | 80 cents on 9,900 ord. shares and \$10.80 on 100 Founders shares for yr. end. 31.5.07 | 6 1/2 % \$8.70 ex div. |
| Watson, (A. S.) & Co., Limited | 00,000 | \$10 | \$10 | \$0,000 | \$2,613 | Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 | ... |
| William Powell, Limited | 15,000 | \$7 | \$7 | none | \$3.95 | ... | ... |

* These shares are entitled to half of the profits.

Intimations.

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